

REMARKS/ARGUMENTS

Claim 1 was rejected under 35 U.S.C. 102(e) as being anticipated by Yoshino et al. This rejection is respectfully traversed. This invention is directed to a control device for an engine driven vehicle that includes an engine for driving a vehicle body, and a generator driven by the engine, and is adapted to supply power from the generator to an external load when the driving is stopped.

Claim 1, sets forth a rotational speed limiting means for limiting the rotational speed of the engine so as to limit the rotational speed of the engine to a limit rotational speed or lower, corresponding to an upper limit value accepted while driving when the vehicle is driven, and to limit the rotational speed of the engine to a limit rotational speed or lower corresponding to a rotational speed slightly higher than an upper limit value of the rotational speed required for supplying power from the generator to the external load when the vehicle is stopped to supply power from the generator to the external load.

Claim 2 sets forth a rotational speed limiting means for limiting the rotational speed of the engine to a limit rotational speed or lower corresponding to an upper limit value accepted while driving when the vehicle is driven, to limit the rotational speed of the engine to a limit rotational speed or lower corresponding to a rotational speed slightly higher than an upper limit value of the rotational speed required for supplying power from the generator to the external load when the vehicle is stopped to supply power from the generator to the external load, and to limit the rotational speed of the engine to an upper limit value of the rotational speed accepted at the occurrence of an error when an error occurs that requires limiting the rotational speed of the generator.

Claim 3 sets forth rotational speed limiting means for limiting the rotational speed of the engine to a limit rotational speed or lower corresponding to an upper limit value accepted while driving when the vehicle is driven, and to limit the rotational speed of the engine to a limit rotational speed or lower corresponding to a rotational speed slightly higher than an upper limit value of the rotational speed required for supplying power from the generator to the external load when the

Appl. No. 10/820,603
Amdt. dated June 27, 2006
Reply to Office action of March 28, 2006

vehicle is stopped to supply power from the generator to the external load; and error occurrence time engine stop means for stopping the engine when an error occurs that requires limiting the rotational speed of the generator.

As stated above, in claim 1, an object to be controlled is an engine driven vehicle which drives a vehicle by an engine and supplies electric power to an external load from a generator driven by the engine when the vehicle is stopped.

In the invention disclosed in claim 1, in order to prevent the rotational speed from excessively increasing to damage the circuit connected to the generator in case of errors in operations such as opening a throttle valve by error when the electric power is supplied from the generator to the external load while the vehicle is stopped, there is comprised rotational speed limiting means to limit a rotational speed of the engine so as to limit the rotational speed of the engine to a limit rotational speed or lower corresponding to a rotational speed slightly higher than an upper limit value of the rotational speed required for supplying power from the generator to the external load when the vehicle is stopped to supply power from the generator to the external load.

In Yoshino et al. the object to be controlled is a series hybrid drive system in which a motor is driven by the output of a generator driven by an engine and rotation of the motor is transmitted to a driving wheel of a vehicle body to drive the vehicle body. As disclosed in column 1 of Yoshino et al., in the series hybrid drive system, the vehicle body is driven only by the motor, and thus the engine is used only for driving the generator which supplies an electric power to the motor.

The Examiner states in the Office action that Yoshino et al. discloses the vehicle controller that supplies power from the generator to the external load when driving is stopped. However, although Yoshino et al. discloses that the electric power is supplied from the generator to the motor for driving the vehicle, there is no disclosure that the electric power is supplied from the generator to the external load when driving is stopped.

Appl. No. 10/820,603
Amdt. dated June 27, 2006
Reply to Office action of March 28, 2006

What is disclosed in lines 11-23 of column 8 of Yoshino et al. is that the electric power is consumed not only by the motor but also by the generator in order to start the engine when the vehicle is started after stopping, not that the generator is operated to drive the external load while stopping the vehicle. There is no description in Yoshino et al. regarding the operation of the generator to drive the external load while the vehicle is stopped.

Thus, the present invention disclosed in claim 1 is entirely different from the invention disclosed in Yoshino et al. in terms of the system to be controlled. Therefore, in Yoshino et al., there is no rotational speed limiting means for limiting a rotational speed of the engine so as to limit the rotational speed of the engine to a limit rotational speed or lower corresponding to a rotational speed slightly higher than an upper limit value of the rotational speed required for supplying power from the generator to the external load when the vehicle is stopped to supply power from the generator to the external load.

What is limited to Yoshino et al. is a target output of the motor for driving the vehicle as set forth in claims 11-14, and the rotational speed of the engine is not limited in Yoshino.

The system to be controlled in Yoshino et al. and that in claim 1 of the present invention differ from each other, and, in addition, the rotational speed limiting means disclosed in claim 1 of the present invention is not described in Yoshino et al. It is respectfully submitted that the rejection of the present invention is in error.

Claims 2 and 3 were rejected under 35 U.S.C. 103(a) as being unpatentable over Yoshino et al. This rejection is respectfully traversed. As was discussed with respect to claim 1, an object to be controlled in the invention disclosed in claims 2 and 3 is an engine driven vehicle which drives a vehicle body by an engine and supplies an electric power to an external load from a generator driven by the engine when the vehicle is stopped. This differs from the object to be controlled in Yoshino et al. The invention disclosed in claims 2 and 3 of the present

Appl. No. 10/820,603
Amdt. dated June 27, 2006
Reply to Office action of March 28, 2006

invention comprises rotational speed limiting means. Yoshino et al. does not include the rotational speed limiting means.

In view of the foregoing comments it is respectfully submitted that this application is in condition for allowance.

If there are any fees resulting from this communication, please charge said fees to our Deposit Account No. 16-0820, Order No. 36634.

Respectfully submitted,
PEARNE & GORDON LLP

By 
Thomas P. Schiller, Reg. No. 20667

1801 East 9th Street
Suite 1200
Cleveland, Ohio 44114-3108
(216) 579-1700

June 27, 2006